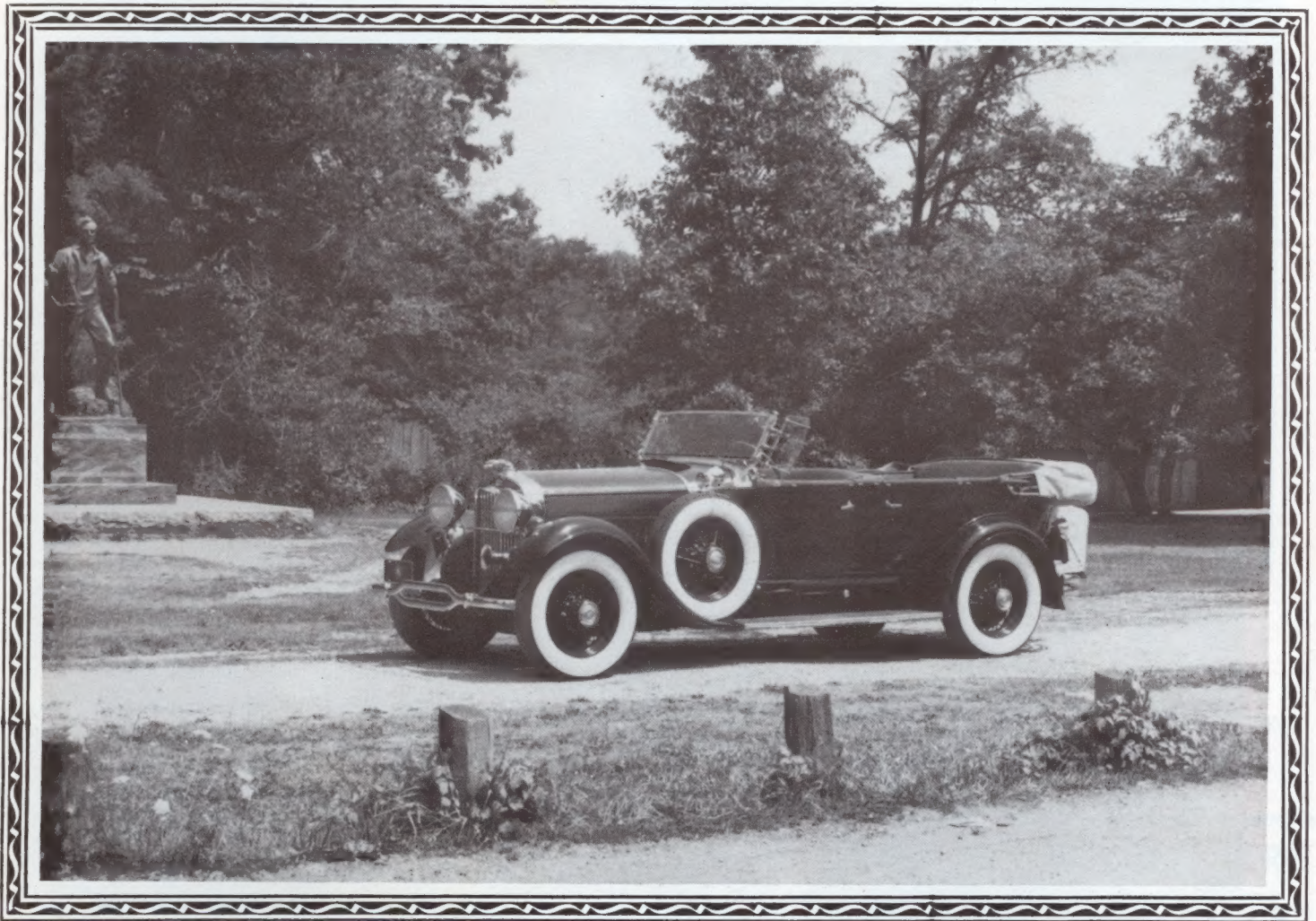


The FORK *and* BLADE

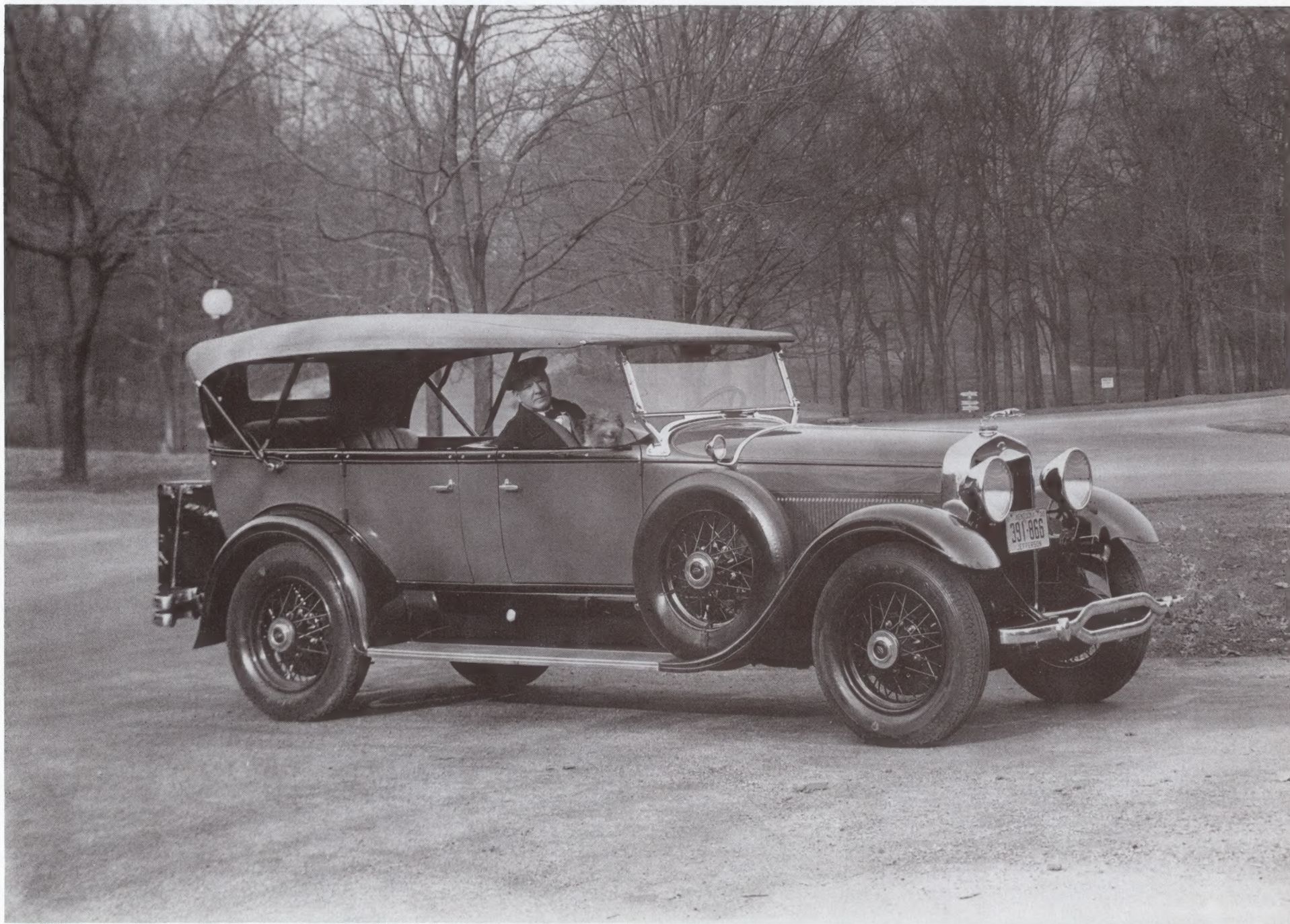
THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

VOLUME 18 NUMBER 5

SEPTEMBER-OCTOBER 1979



1929 Touring
W.C. Fields and Friend



REPLACE • REPAIR • REBUILD with

KEM
Prefitted

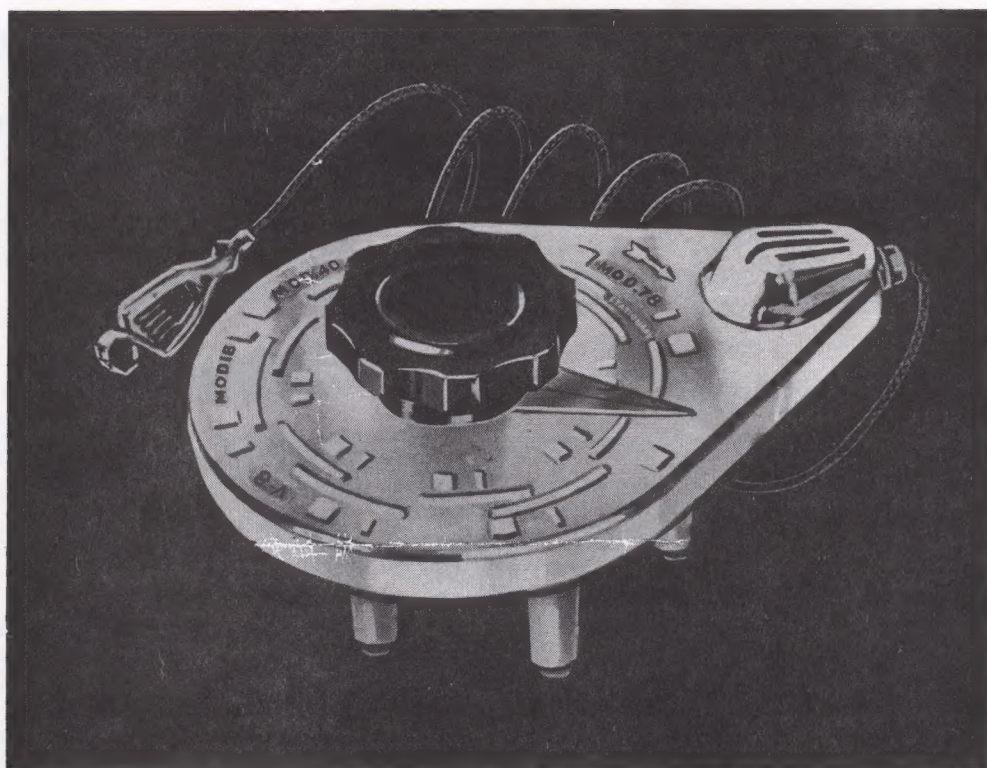
NEW KEM TIMING DEVICE

No. FT1

ALL FORD V8's — MERCURY

LINCOLN — ZEPHYR

1932 To 1946



FT1 TIMING DEVICE

Outstanding Features

- 1 COMPLETE COVERAGE — ALL FORD V8's, MERCURY AND LINCOLN ZEPHYR CARS.
- 2 PORTABILITY.
- 3 SPEED IN TESTING.
- 4 SIMPLICITY.
- 5 ACCURACY.
- 6 STREAMLINE DESIGN.
- 7 DURABLE (IMPOSSIBLE FOR WORKING PARTS TO GET OUT OF ORDER).

**DEALERS
PRICE**

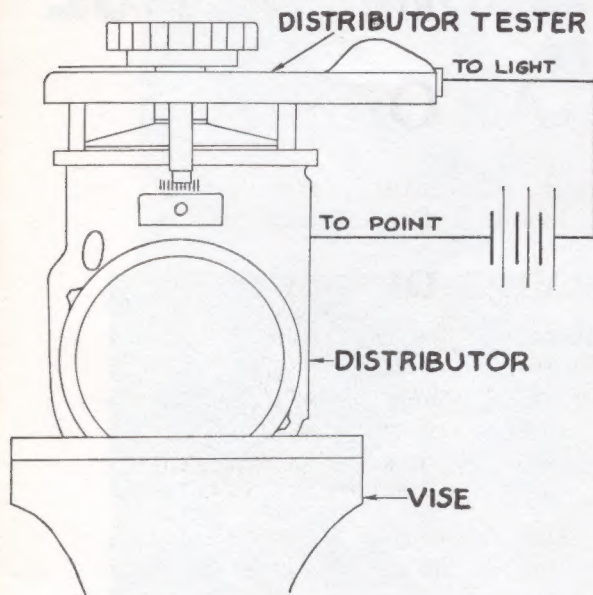
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PAT. PENDING

KEM MANUFACTURING CO., INC., NEW YORK

REPLACE • REPAIR • REBUILD with

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prefitted



FORD (MODELS #18, 403, 68, 87)

Set contact points with feeler gage to proper clearance for these models.

Mount distributor inverted with mounting holes up, in a vise. Place timing device on distributor so that the three legs of equal length fit into 3 holes on the distributor casing, at the same time engaging the drive shaft of the distributor into the slot on the testing device. Both the slot and the tongue of the drive shaft are offset, therefore, be sure to engage them in the proper manner.

Attach wire on tester to terminal lead of battery or transformer, another from breaker arm to battery.

Slowly rotate knob on device in direction of arrow, stop pointer on any small marker of outer ring. The light should go off at that point. If the light is still on, move index plate on side of the distributor until it goes off. Tighten index screw. Slowly turn knob further and the light should go on within the following square. The light should remain on until the knob reaches the next narrow marker. Check through-out one complete turn of the dial.

FORD MODELS 21-A (1942)

Test in same manner as above except mounting of device as follows: on this distributor use the leg extension supplied. This extension fits on the leg opposite the long leg and those 2 legs only are used. Use care in aligning driving tongue to slot in device.

INSTRUCTION SHEET FOR FT1 TIMING DEVICE

ALL FORD V-8'S — MERCURY LINCOLN - ZEPHYR — 1932-46

Use either a storage battery or a bell transformer for a source of current in using the KEM DISTRIBUTOR TESTER. The wiring is illustrated on the left.

LINCOLN - ZEPHYR

Remove index plate and screw from side of the distributor. Gap the points to .015 with the feeler gage.

Set in vise and mount tester using the same 3 legs as for the V-8.

Connect lead from battery to stationary point (the one closest to the vacuum brake).

Move pointer slowly in the direction of the arrow to the starting point of the long marker. (MARKED STATIONARY). Light should go on at this point. If light does not go on, move breaker plate until it does. Rotate pointer further and the light should go out at the end of the marker. If light should fail to go off at this point or go off before this point, readjust the point clearance. Check through-out one complete turn of the dial.

Attach lead to other (MOVABLE) point. Set pointer at start of marker (MARKED MOVABLE). LIGHT SHOULD GO ON AT THIS POINT. If light does not go on turn eccentric screw in slot under index plate until it does, being careful not to disturb setting of the breaker plate.

The same procedure is to be used on the stationary point. Remove tester and wires and then replace index plate and screw.

AFTER TIMING DISTRIBUTORS:

INSTALL DISTRIBUTOR ON CAR. NO FURTHER ADJUSTMENTS ARE NECESSARY, EXCEPT THAT SHOULD THE CAR HAVE A SPARK KNOCK, TURN VACUUM BRAKE ADJUSTING SCREW TO THE RIGHT UNTIL THE KNOCK IS ELIMINATED.

KEM MANUFACTURING CO., INC., NEW YORK



SERVICE



BULLETIN

MERCUURY

PAGE NO. 21

SUBJECT NO. 10000

2 BRUSH GENERATORS

Specifications of the various generators that have been used are given under subject S-10000 in the specifications section of this book.

As automobiles and trucks have been refined during the past years additional electrical requirements have been added.

These additional requirements cover the radio, heater and other accessories that are now almost universally used. Added to these requirements the adoption of the sealed beam type headlights has placed still further loads on the entire electrical system.

From time to time as the electrical load has been increased, changes have been made in the generators used.

During 1938 a two brush type of generator was adopted for partial production.

In these generators the field is grounded in the generator and the other end of the field windings are connected to the armature through a combination voltage and current control unit mounted on the dash.

The voltage and current control units are explained fully under subject 10505. When the current or the voltage exceeds predetermined values additional resistance is introduced in the field circuit thereby controlling the generator output.

These generators proved so successful that with some slight changes they were adopted for all production starting with the 1940 models.

The 1940 type two brush generator differs from the previous type in that a larger commutator and wider brushes assure better brush contact at all times. In addition to this the field windings were changed so that maximum charging rate is reached at a lower speed than previously.

The large commutator surface area improves the cooling of the generator.

SERVICE OPERATIONS

Generator troubles are usually caused by some condition outside of the generator. Common among these conditions are high resistance in some of the circuits, faulty cut-out, faulty voltage or current regulation or a faulty battery.

These external sources of trouble must be considered before the generator is condemned.

The first step in testing the generator is the procedure outlined under operation 10505-A. This procedure varies for different types of control units. Be sure to follow the operation that applies to regulators used with two brush generators as outlined under Subject 10505, page 21.

Operation 10505-A will indicate whether the condition of the battery is such that additional work should be done on it.

Likewise operation 10505-A indicates if trouble may actually exist in the generator.

If operation 10505-A indicates that trouble does exist in the generator or establishes a doubt as to its condition, operation 10000-D "Check Generator Capacity" or operation 10000-E "Isolate cause of trouble in generator" should be followed.

In some cases on earlier models originally equipped with 3 brush generators the 2 brush type generators are used for replacement in service. **In each case where the 3 brush generator is replaced by a 2 brush generator it is necessary to install a combination voltage and current control unit.**

Procedure for the replacement of the 3 brush generator with a 2 brush generator is outlined on page 25 (subject 10000).

EQUIPMENT USED

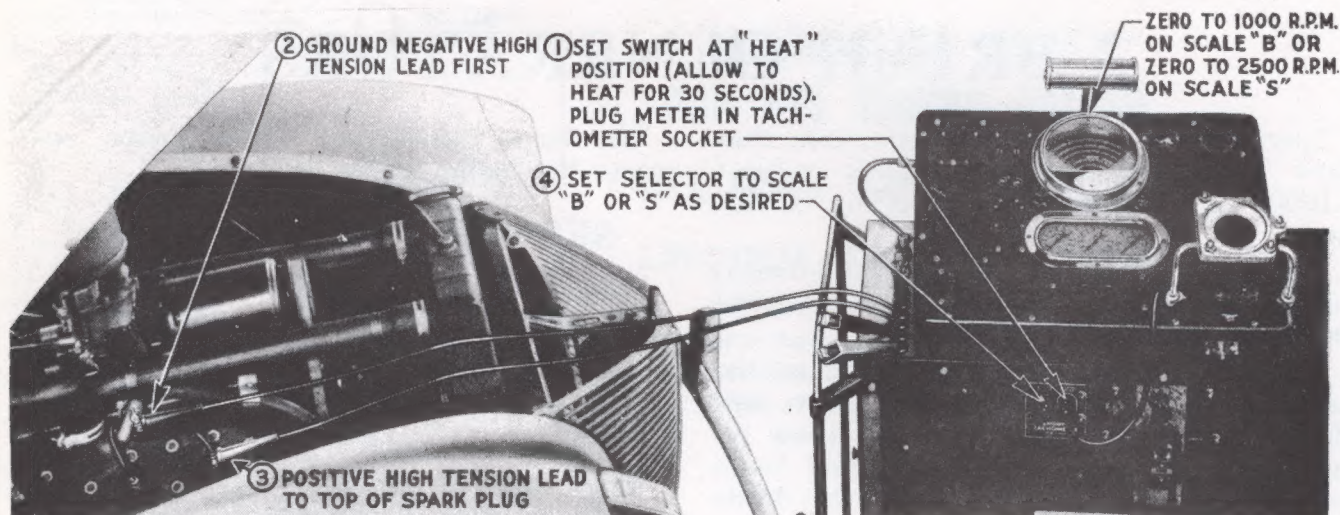
HEYER H1—FORD LABORATORY TEST SET
HEYER H1—BRS ATTACHMENT
HEYER H1—TAC TACHOMETER

ABOVE APPLIES TO MODELS:

STARTING 1938

SUBJECT NO. 10000

PAGE NO. 22



READING ENGINE SPEED WITH "H1-TAC" TACHOMETER ATTACHMENT
FOR THE FORD LABORATORY TEST SET

Fig. 1

Determining Generator Speed

Often in order to determine the suitability of a particular generator for a particular type of service it is necessary that the service men be able to duplicate the driving condition.

Prolonged low speed operation often requires the use of special generators. In order to check the output of the generator it is necessary to accurately determine the speed at which it is being driven at the time of the test.

So as to permit accurate determining of the engine speed the H1-TAC attachment has been developed for the Ford Laboratory test set.

This tachometer is not only of value in testing the generator, but is of much value in setting and adjusting the carburetor. For adjusting the carburetor the Tachometer gives a much better reading than the vacuum gauge and will permit closer adjustment.

See Subject S-10000 for speeds at which the various generators should be tested.

ABOVE APPLIES TO MODELS:

STARTING 1938

EQUIPMENT USED

HEYER H1—FORD LABORATORY TEST SET
HEYER H1—BRS ATTACHMENT
HEYER H1—TAC TACHOMETER



3 BRUSH GENERATORS

Specifications of the various generators that have been used are given under subject S-10000 in the specifications section of this book.

Due to the differences that exist in the electrical requirements of cars and trucks it is necessary that all generators be provided with some means of controlling the amount of current generated.

In all generators this is accomplished by varying the field current. The greater the field current the more current is generated.

On 3 brush generators the field current (and the generated current) is controlled by the adjustment of the field brush.

Moving the field brush in the direction of armature rotation increases the charging rate.

Moving the field brush opposite to the direction of generator rotation reduces the charging rate.

In addition to the positioning of the field brush to regulate the charging rate a two-rate relay as explained under subject 10505, page 11 was used on some 3 brush generators, to limit the charging rate when the voltage becomes excessively high.

Two-rate relays can only be used on those generators in which the field is not grounded to the generator case internally.

SERVICE OPERATIONS

Generator troubles are usually caused by some condition outside of the generator. Common among these conditions are high resistance in some of the circuits, faulty cut-out or 2-rate relay operation or a faulty battery.

These external possible sources of trouble should be considered before the generator is condemned.

The first step in testing the generator is the **procedure** outlined under operation **10505-A**. This procedure varies with different types of cutouts or two-rate relay. Be sure you follow the correct procedure.

If this procedure indicates that trouble actually exists in the generator, operations 10000-D "Check Generator Capacity" or operations 10000-E "Isolate cause of trouble in generator" should be followed.

Change from 3 Brush to 2 Brush Generators

Starting in 1938 some cars were equipped with a two brush generator, as described on page 21 (subject 10000). These two brush generators have since been adopted for all production and, in some cases, for service on units originally equipped with three brush generators.

When replacing a three-brush generator with a two brush generator it is necessary to install the type of regulator explained under subject 10505, page 19.

The procedure for replacing the three brush generator with the two brush generator is as follows:

- 1 Disconnect battery ground strap.**
- 2 Disconnect cutout to fuse block wire** (yellow with black tracer) **from the fuse block** (see "A" in Fig. 3). This wire is a part of a two-wire cable containing wires "A" and "B" shown in Fig. 3. **Draw this two-wire cable through to engine side of the dash.**
- 3 Fasten the regulator 81A-10505 securely to dash** on the bosses provided for that purpose. It is important that the regulator be secured to the dash so as to provide a good ground before the wires from generator and battery are connected to it.
- 4 Insert wire 81A-14419** (which comes with regulator) in rubber grommet **through the dash and connect** end to stud at **"hot" side of fuse** from which wire "A" in Fig. 3 was removed. (See "C" in Fig. 4 which is the wiring hook-up for 2 brush type generator).

EQUIPMENT USED

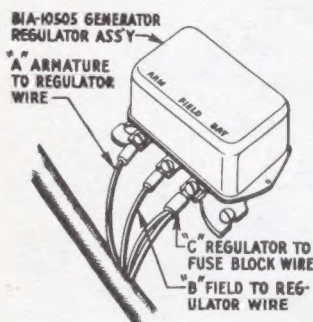
HEYER H1—FORD LABORATORY TEST SET
HEYER H1—BRS ATTACHMENT
HEYER H1—TAC TACHOMETER

ABOVE APPLIES TO MODELS:

PRIOR TO 1940

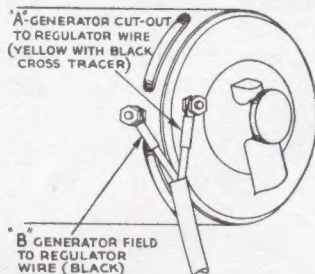
SUBJECT NO. 10000

PAGE NO. 26



COMBINATION CURRENT
& VOLTAGE REGULATOR

Fig. 1



2 BRUSH GENERATOR

Fig. 2

Connect other end of this new wire to the regulator terminal marked "B" (battery) as shown in Fig. 1

5 Connect wire "A" (yellow with black tracer armature to regulator wire) which is included in cable 81A-12281 to the "G" (generator) terminal of the regulator (see Fig. 1) and wire "B" (black field to regulator wire) which likewise is included in cable 81A-12281 to the "F" (field) terminal on the regulator. (Note: Wire "B" was not used in 3 brush generator hook-up).

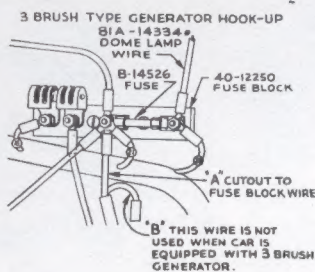
6 Remove wire in cable 81A-12281 from three brush generator cut-out and replace the generator with the two brush type. Before putting fan belt in place on generator pulley, proceed to connect wire "B" (black field to regulator wire shown in Figs. 1, 2 and 3) in cable 81A-12281 to the terminal on the side of the generator frame which is marked "FIELD," as shown in Fig. 2.

7 Replace the battery ground strap temporarily, then touch wire "A" (armature to regulator wire, yellow with black tracer) to the terminal on the brush end head of the generator (see Fig. 2).

There should be no reaction when making this contact, in which case the connections should be made permanent.

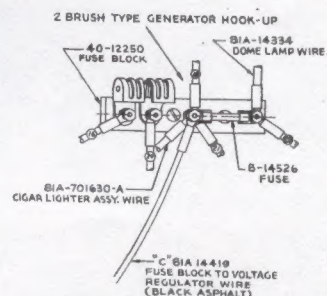
If there is any reaction such as generator motoring or sparking at the terminal, the battery ground should again be disconnected, the regulator replaced with another one and same test made. When all connections have been made permanent the fan belt may be put in place on the generator pulley.

8 Transposition of wires (shown in Figs. 1 and 2) at the generator or at the regulator—will cause destruction of the regulator. Be sure to connect the wire with black insulation to the field terminal on the Generator and to the "F" Terminal on the regulator.



HOOK-UP FOR
3 BRUSH GENERATOR

Fig. 3.



HOOK-UP FOR
2 BRUSH GENERATOR

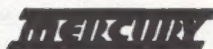
Fig. 4.

ABOVE APPLIES TO MODELS:

PRIOR TO 1940

EQUIPMENT USED

HEYER H1—FORD LABORATORY TEST SET
HEYER H1—BRS ATTACHMENT
HEYER H1—TAC TACHOMETER



GENERATOR CAPACITY

Operation 10000-D, outlined below, is intended to give conclusive proof of the condition of the generator and its ability to generate the current for which it was designed.

All generators are designed to standards of performance as outlined under Subject S-10000 in the specifications section. When checked against these standards it is an easy matter to determine whether or not a particular generator has lost its ability to meet these standards. If it has it is a positive indication that some fault exists within the generator itself.

On the other hand due to the **wide variation of uses** to which cars and trucks are put it is necessary to have **several standards** for generators. Quite often a generator in perfect condition is unsuitable for the particular type of service in which it is being used.

In testing generator capacity the **BRS attachment** is used to place a load on the battery bringing the voltage to a predetermined value during the test. While this is necessary, it does take considerable current out of the battery and the **test should be made as quickly as possible**.

Likewise when the meter is plugged into the **tachometer** socket and the engine is running, the generator is on open circuit which would cause the generator to overheat. No damage will result if the next step of the test is performed reasonably quick, however **don't run the engine more than one minute with the generator on open circuit or leave the BRS attachment shorting the battery for more than 30 seconds**.

The procedure for this test is as follows:

OPR. 10000-D

TEST GENERATOR CAPACITY

1 ON THREE BRUSH GENERATORS disconnect the output wire from the cutout or two rate relay, set field brush $1\frac{1}{2}$ segments away from armature brush.

ON TWO BRUSH GENERATORS, disconnect both armature and field connections at the generator, connect the two generator terminals together with a short length of insulated wire.

2 Plug in BRS attachment.

3 Install BRS test leads on battery terminals as shown in Fig. 1 (it is not necessary to remove connections).

4 Adjust load rheostat until reading of exactly 79 is obtained on "B" scale (this reading is equal to 6 volts.)

5 Connect negative low tension lead to armature brush or armature brush terminal.

6 Connect positive low tension lead to negative battery post.

7 The **H1-TAC Tachometer** attachment for the test set is **recommended** for setting engine RPM accurately. **If you have** this attachment set tachometer selector switch at "Heat" position and **proceed with paragraph 8**.

If you do not have the tachometer attachment set speed by jacking up the rear axle and with the transmission in high gear set speed by the speedometer and proceed with paragraph 11.

8 Connect **negative high tension lead to ground** on the engine.

9 Connect the **positive high tension lead to the terminal of one of the spark plugs** (without disturbing the spark plug wire).

10 Plug the meter into the tachometer attachment socket and set tachometer selector switch at "S" positions.

Start engine and **read RPM on scale "S"** of the meter.

EQUIPMENT USED

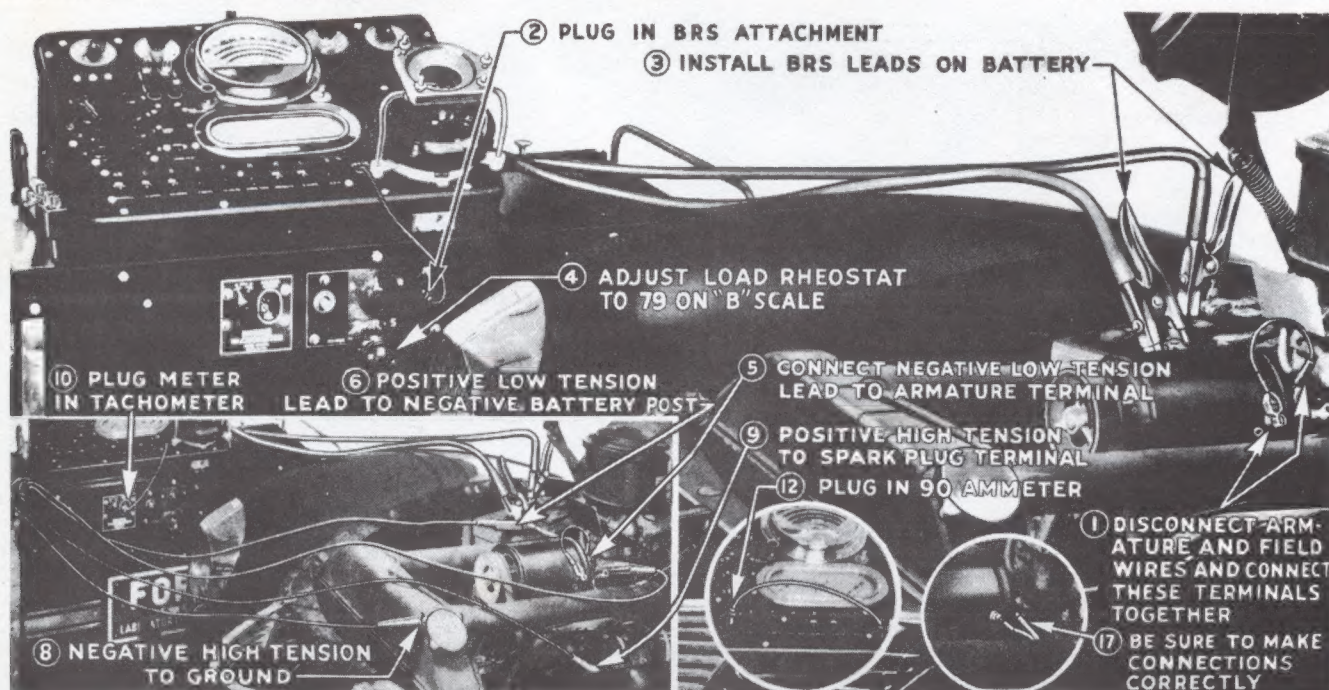
HEYER—H1-FORD LABORATORY TEST SET
HEYER—H1-BRS ATTACHMENT
HEYER—H1-TAC TACHOMETER

ABOVE APPLIES TO MODELS:

ALL

SUBJECT NO. 10000

PAGE NO. 32



PROCEDURE FOR CHECKING 2 BRUSH GENERATOR CAPACITY (NUMBERS INDICATE SEQUENCE OF OPERATIONS)
Fig. 1

11 Make test at speed of maximum output as indicated under Subject S-10000 in the Specification Section.

Warning generator is running on open circuit while tachometer is plugged in. IMMEDIATELY plug into 30 or 90 ammeter socket as soon as RPM is set.

12 Plug in either 30 ammeter or 90 ammeter depending on type of generator being tested, see subject S-10000.

13 In order to determine its suitability to a particular type of service and its performance as compared to standard performance for that particular generator output of the generator should be checked at 2 speeds as outlined under Subject S-10000 as follows:

Amperage at speed indicated for maximum rate.

Amperage at 2500 RPM.

(After observing the output at the two speeds immediately disconnect BRS attachment to avoid running the battery down.)

14 If generator fails to meet the standards shown under Subject S-10000, examine brushes and commutator.

15 If after brushes and commutator are known to be in good condition the generator still fails to meet the standards shown in Table under Subject S-10000, proceed with Opr. 10000-E.

16 If generator tests up to standards outlined above yet fails to keep the battery charged, trouble is at some other point and not in the generator, unless of course the generator is the incorrect type for the particular service the car or truck is being used in.

17 After completing test turn tachometer switch to "off" position and be sure to make connections to regulator correctly, otherwise damage to the regulator will result. Do not operate 2-brush generator any longer than necessary with field and armature terminals connected together.

ABOVE APPLIES TO MODELS:

ALL

EQUIPMENT USED

HEYER—H1-FORD LABORATORY TEST SET
HEYER—H1-BRS ATTACHMENT
HEYER—H1-TAC TACHOMETER

The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

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Club Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
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If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

EDITORIAL

This particular edition of the Fork & Blade is a little out of the ordinary as we have devoted so much space to the coverage of the LOC 1979 National Meet in Illinois, So much so that we have no room to review the two picnics that took place out in California. However, do not despair, we have another edition coming up at Christmas and will have more room to devote to photos and stories about the West.

1979 is also the first year that the Lincoln Owners' Club will have a stall at the Hershey Swap Meet, and for those prospective members who pick up a copy of this issue, we all hope you find it good reading, and our fellow LOC members quite accommodating.

For those of you who will be attending the National Meeting, please keep in mind that it is time to elect a new Board of Directors and Officers, so please come forward with your nominations and get out and VOTE!

The Lincoln Owners' Club lost one of its dedicated members this year.

Dr. Charles Stinson of Buffalo, New York, passed away on April 2, 1979. Charlie was the very proud owner of a national award winning Lincoln 1932 KB Phaeton, along with several other antique automobiles.

For those who knew him, he will be missed; for those who did not know him, you have missed something. Charlie was an honest and helpful friend to all who needed his assistance, whether it be medical or mechanical. He truly enjoyed people and being "involved".

"Doc", as he was known, became one of the first Master Judges of the AACA and was the treasurer of the LOC for four years. The Lake Erie Region of the AACA found "Doc" quite popular as he was elected president for three different terms. He also belonged to the Genesee Valley Region, Fort Lauderdale Region, Gulf Coast Region, Wolverine Region, The Classic Car Club of Canada, and the Horseless Carriage Club. He was one of those who really enjoyed and worked hard for his hobby. Charlie will be sadly missed, but he leaves us with many happy, pleasant memories.

He leaves his wife Marge, two daughters, Katie Stinson and Mrs. Steve Serofin, and two grandchildren.

Ginny Jansen

LINCOLN Eight 1931 (Early 1932)

Type 200 Series (145" wheelbase)

Serial No. (Approximate) 66,001 to 70,000**

A. E. A. TUNE-UP SYSTEM

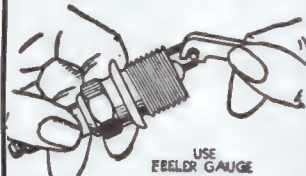

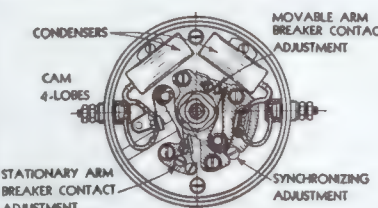

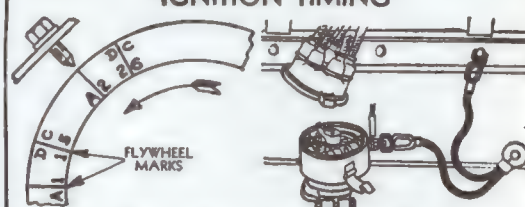
IGNITION

Standards of Adjustment

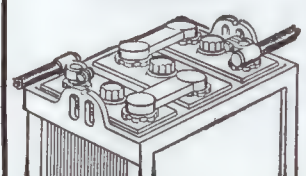
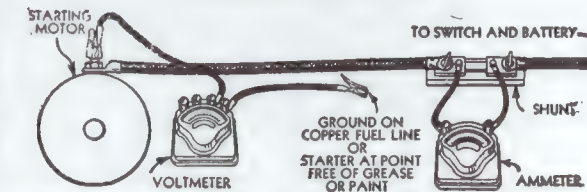
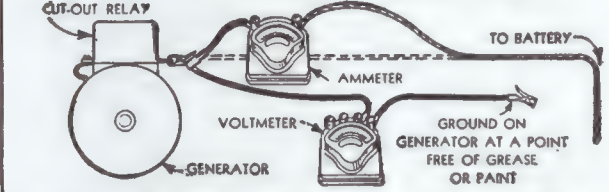
Automotive Electric Association

Revised to September, 1936

Form No. LI-3

<h3>SPARK PLUGS</h3>  <p>USE FEELER GAUGE</p> <p>Size $\frac{3}{8}$" S.A.E. Gap .025" Original Equipment Champion Type C-4</p> <p>Consult Champion Operating Range Chart*</p>	<h3>Distributor</h3>  <p>Auto-Lite IGL-4001 IGL-4001A</p> <p>Firing Order 1R-4L-2R-3L-4R-1L-3R-2L</p>	 <p>CONDENSERS CAM 4-LOBES STATIONARY ARM BREAKER CONTACT ADJUSTMENT MOVABLE ARM BREAKER CONTACT ADJUSTMENT SYNCHRONIZING ADJUSTMENT</p> <p>Breaker-Arm Spring 16 to 20 oz.</p> <p>Breaker Contact Gap—.020" (Exact) Synchronization—30° & 60° Distributor Cam (Engine 60° & 120°) (Variation not to exceed plus or minus $\frac{3}{4}$°) Condenser—Part No. IG-2671A, E Capacity—20 to 25. Mfds. Rotation—Counterclockwise (viewed from top of distributor) Manual Advance—10° (Distributor) Automatic Advance—Semi-Automatic—13° at 1800 R.P.M. (Maximum advance in distributor degrees at distributor R. P. M.)</p>	<h3>COIL</h3>  <p>Auto-Lite No. CE-4001 L Two Coils Used. Coils mounted on dash under the cowl.</p>	<h3>IGNITION TIMING</h3>  <p>Synchronize—use rotary spark gap. Use Timing Lamp—Stationary contacts to open slightly before top dead center (for cylinder 4L) when mark A2 lines up with pointer on flywheel housing. These contacts control left-hand coil and fire left bank of cylinders. Manual spark control fully advanced.</p>
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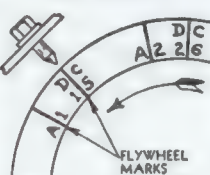
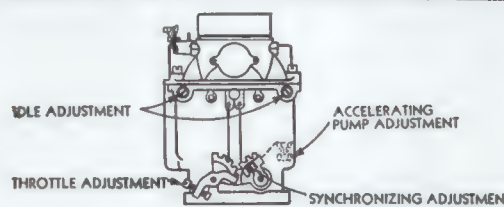
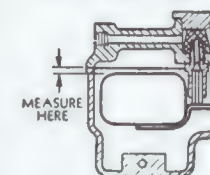
STARTING & LIGHTING

<h3>BATTERY</h3>  <p>EXIDE—Type LX15-21L</p> <p>Capacity—138 Amp. Hour. (20 hr. rate) Location—On right side under front floor boards. Ground—Negative terminal to frame.</p>	<h3>STARTING MOTOR</h3>  <p>AUTO-LITE No. MAL-4001</p> <p>Drive—Bendix Part No. EB-75</p> <p>Free Running Speed—(with Bendix) 3100 (Min.) R.P.M. 51 (Max.) Amps. 5.5 Volts.</p> <p>Lock Torque(Stalled)—22.0 Ft.Lbs. 600 Amps. 3.0 Volts.</p>	<h3>GENERATOR</h3>  <p>AUTO-LITE No. GAU-4001</p> <p>Maximum Generator Output: Hot—13.0 Amps. 8.0 Volts, at 1750 R. P. M. of Cold—15.8 to 18.2 Amps. 8.0 Volts, at 1600 Generator</p> <p>Rotation—Clockwise (viewing drive end) Regulation—Third Brush (no thermostat) These readings taken at generator. Readings at ammeter on dash will be approximately 4 amperes lower.</p> <p>Cut-Out Relay—Part No. CB-4014-L Closes at 7 to 9 Volts; at 550 R.P.M. (Gen.) Opens at .5 to 2.5 Amp. discharge. Brush Spring Tension—22 to 27 oz. (all brushes).</p>
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VALVES

CARBURETION

COOLING, FUEL & OIL SUPPLY

<h3>CLEARANCE</h3>  <p>USE NEW FEELER STOCK FOR EACH JOB</p> <p>Engine Cold</p> <p>Intake—.003" Exhaust—.004"</p>	<h3>TIMING</h3>  <p>Exhaust Valves close AT top dead center. Tappet Lash for timing: Exhaust, .004" (cold).</p>	 <p>STROMBERG—Model DD-3 (No. A-14813) TYPE—Dual Downdraft</p> <p>Idle Adjustment—Open $1\frac{1}{2}$ turns. Synchronize throttles. IN: To make rich.</p> <p>Fixed Jets—Metering Jet—Size .030" (Part No. P-15926) By-pass Jet—Size .046" (Part No. P-15927) Auxiliary Metering Jet—Size .044" (Part No. P-16362)</p> <p>Acceleration Pump—To reduce discharge, loosen lock nut and turn pump adjusting screw up (clockwise).</p> <p>Seasonal Adjustment—In summer, turn pump adjusting screw up (clockwise); In winter, turn down (C.C.W.).</p>	<h3>FUEL LEVEL</h3>  <p>Float Level—$\frac{3}{8}$"</p> <p>Measure from machined surface of float chamber cover to top of float when valve is closed.</p>	<p>Cooling System— Capacity—30 Qts. (U. S. Meas.) Radiator Flow—Gals. (U.S.) per min. Thermostat— Temperature Gauge—</p> <p>Crankcase—Capacity 10 Qts. (U.S. Meas.)</p> <p>Fuel Feed—Mechanical Pump: Stewart-Warner No. 527-A</p> <p>Air Cleaner— Gasoline Gauge— Oil Level Gauge— Oil Filter—Pur-O-Lator No. EA-2</p> <p>Ammeter— Speedometer— Vacuum-Operated Devices: Windshield Wiper—Trico Service Motor (Closed Models) No. RSL-501</p>
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Lincoln Owners' Club

1979 National Meet

by Rick Zobelein

Arm chair Lincoln enthusiasts, eat your hearts out! Lincoln Ill. was where it was at; the 1979 LOC National Meet had to be a great experience for all attending.

From my point of view, it all started with a letter from John & Jane Brower, our hosts for this year's meet. They had mailed me an itinerary and Meet summary that was to be made up into a formal notice and display ad for the Fork & Blade along with the usual reservation information. After doing the layout, it occurred to me that someone will have to write up this meet for the next issue of the magazine and who else is better qualified than the editor!

Gawd! Where is Lincoln, Ill.? It's somewhere between St. Louis and Chicago, but how do you get there? After a few phone calls, arrangements were made with fellow LOC member Gerry Nau who would be driving his 1922 Berline up to Lincoln from St. Louis and would be glad to have my company. After

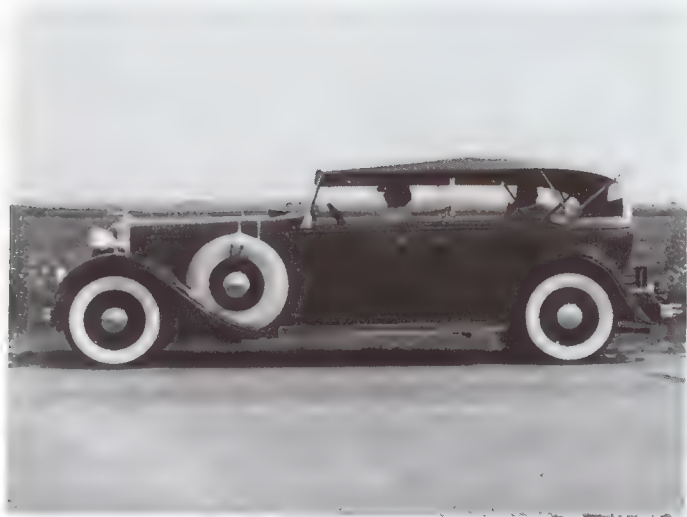
advising friends and neighbors, (you're going where? For what? You old car collectors are crazy!) I caught a Thursday 1:00AM redeye special out of San Francisco and arrived in St. Louis at 7:00 AM, just in time for coffee and donuts. An hour later, Gerry arrived in his Lincoln and we loaded up the suitcase, proceeding on our way North to Lincoln, Ill. The ride was pleasant and uneventful, that is, if you are used to being waved at by many smiling travelers and Gerry tipping his derby to all the ladies and sounding off with the Lincoln's horn.

Early afternoon found us checking into the Holiday Inn along with the Chapmans and Harpers who had arrived from the North. Hank was driving his beautiful "L" Roadster while Dick brought his "K" sedan with CB whip antenna on the rear bumper.

At 6:00PM the champagne party commenced in the Hospitality Suite located out by the swimming pool

and under a beautiful shade tree. Hosted by John & Jane Brower, this get together provided a happy medium for meeting new faces and renewing old friendships. John Brower started a contest to see who could send a champagne cork the highest. By the close of the party, close to ten corks had disappeared over the roof of the building. Joining the party was a group of little black bugs that insisted on jumping into the cocktail glasses and crawling all over everyone. Dick Chapman and Ginny Jansen investigated and found out that the bugs were coming out of a nearby tree to join the group. So a motion was made and seconded that the party move to another area. Later in the evening we all adjourned to the Tropics restaurant for dinner. For some reason or another, my memory failed at this point, however I was told we all had a great time.

Friday morning everyone was up early for breakfast as the tour started at 9:30 sharp. Reporters from the local newspaper were on hand for interviews and photographs while the late arrivals unloaded their Lincolns off the trailers. Lee Gurvey created quite a bit of excitement when he brought out his freshly restored '32 KB touring.



About this time, Dick Chapman loudly announced that we were late and must get on the road. With that, he jumped into his '31 K and roared out of the parking lot leaving everyone scrambling for their cars.



On tour, we were off down the road to Lincoln's New Salem and lunch. On the way, we went through many small towns via the old two lane back roads, much to the delight of the local folks who all waved as we went by. We drove past one local oldtimer (in his 90's) who was out checking his mailbox; he looked as if he was going to faint after he saw all those fine classics drive by. We sure saw a lot of corn during this portion of the tour.

In Petersburg, we stopped to regroup before proceeding to New Salem Park. After a few quick photos, I returned to the car only to find our driver, Gerry Nau, had gone across the street to visit the "locals" and have a "wet one". (Leave it to Gerry to find the refreshments; we were in town less than ten minutes!)

Arriving in New Salem Park, everyone got out and stretched their legs while viewing the exhibits. Oakley Sumpter helped Hank Harper clean the sediment out of the fuel filter in Hank's road-



ster, while John Brower parked his '29 touring in front of a statue of Lincoln. Before the park ranger could chase us away, we got a few good photos, one of which appears on the front cover. Shortly thereafter, the group left the park and went across the road to Cranwell's Inn for a delicious lunch. At this point we ran into Bill Abbott who was a little late in joining us as he had developed a leak in his exhaust system which almost burned a hole in the floor of his Lincoln.

Having finished lunch, the group journeyed to Springfield via Lincoln's Post Road to meet with television crews for filming and visit Lincoln's tomb. On the way to Springfield, Gerry Nau's '22 Berline developed some problems so a few of us stopped for repairs. With the help of Jerry Joynt and Dick Chapman, (who always has the tools for the job) we found a broken rubbing block on the left bank ignition points. Installing another set solved the problem and all seemed to be ok. Two miles down the road, the car again started to act up and seemed to just "run out of gas". Out came the wrenches and people started pulling off all the gas lines. Meanwhile, we looked in the distributor again and found that the right bank ignition point arm had frozen on its pivot and wouldn't close. At this point, a young fellow in a tow truck drove up and offered his help. He got



so excited that he wanted to take that engine apart right in the middle of the road. With the help of a little "WD40" we fixed the problem and fired up the engine which from here on out, performed quite well. As it was getting late, we decided to return to the hotel while Dick Chapman went on to Springfield. Gerry was so happy about the successful repairs that he raced Jerry Joynt's '32 KB down the back roads, but as soon as we hit the Interstate, the '32 KB passed us like we were tied to a fence post. Back at the hotel, Jerry Joynt said that the only time he had ever had problems with his KB was when he sucked a Volkswagen down the carburetor intake!

Back at the hotel, we found Roy Warshawsky who had come down from Chicago with Tom Powels and Lyle Finley (both from Calif.). Roy drove his '37 Convertible Sedan, while Tom and Lyle drove Roy's Brunn SemiCollapsible.

That evening, we all went to the Depot restaurant in downtown Lincoln. This place was actually a restored dining car, permanently attached to the train depot, along with a club car that was used for serving cocktails. As we sat at dinner, Lyle Finley thought he saw the station moving so we promptly ordered him several strong cups of coffee. After dinner, everyone managed to get back to the hotel except for Tom Powels, Lyle Finley,

and myself. Since we had gotten lost, we spent the rest of the evening driving around Lincoln in the Brunn looking for Kickapoo St. which would take us back to the hotel.

Saturday morning, the group headed out to Railsplitter's Park, just south of town, where all the cars were lined up for judging. Sig Stensland was incharge of judging the "L" models while Tom Powels and Lyle Finley took charge of the "K" models. After a very tasty catered lunch and the fastest Board Meeting I ever attended, (I think it was planned that way) we all climbed into the Lincolns and proceeded to downtown Lincoln to park around the City Hall where the

That evening, following the cocktail party, was the awards banquet. After a great dinner, there were the usual speeches and a round of applause for John & Jane Brower who had done an excellent job of putting on the meet. The awards were given and the evening drew to a close except for those who went back up to their rooms and changed into more casual attire and returned to the bar to swap more stories. Sunday morning was departure time and the meet had suddenly become a memory, an unforgettable one for all.



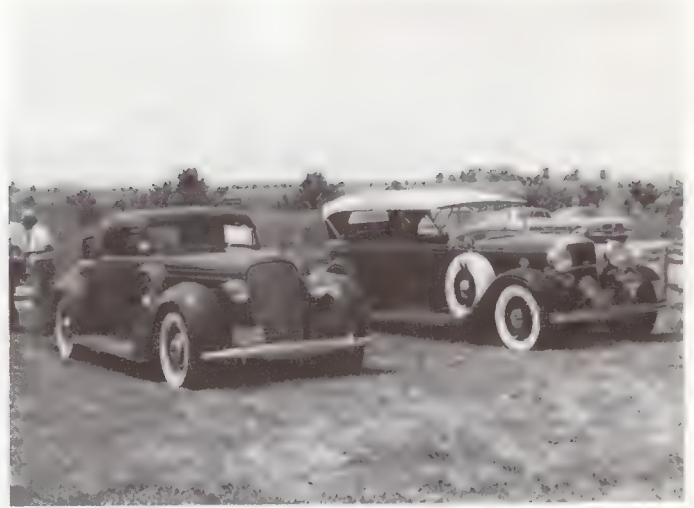
local folks could enjoy the display, the owners watched the cars, and the women went shopping.



Roll Call

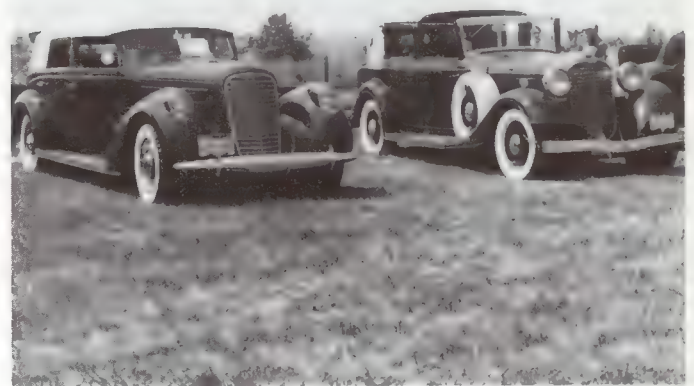
Roy Warshawsky Chicago, Ill.	1937 1933	Convertible Sedan Brunn Semi-Collapsible Cab.
Robert Abbott Wm. Abbott Jerseyville, Ill.	1936 1936	7 Passenger Sedan LeBaron Coupe
Robert Newmire Cedar Rapids, Iowa	1932KA	DC Phaeton
Gerald Joynt Birmingham, Mi.	1932KB	Rollston Limo.
Lee Gurvey Wilmette, Ill.	1932KB	7 Passenger Touring
Dick Chapman Indianapolis, Ind.	1931	Limo.
Paul Van Stratton Kalamazoo, Mi.	1929	7 Passenger Sedan
John Brower Holt, Mi.	1929	7 Passenger Touring
Henry Harper Crystal Lake, Ill.	1926	Boat Tail Roadster
Allan Anglemire rockford, Ill.	1926	Judkins Berline
Gerald Nau St. Louis, Mo.	1922	Berline
Joseph Costante Streamwood, Ill.	1955	sedan





There were also those who could not bring their Lincoln but were still always in good spirits throughout the National Meet. They were:

James Milne Colorado	Larry Johnson Illinois	Tom Powels California	Oakley Sumpter Maryland
Harry Benson W. Virginia	Carl Lawrence Illinois	Lyle Finley California	K. Thackeray Illinois
Ray Henry Ohio	John Magill Ontario, Canada	David Rehor Michigan	Rick Zobelein California
Henry Jansen New York	Randall Middleton Illinois	Sig Stensland Michigan	(and all the wives who kept their hus- bands in line during the meet)





BEST OF SHOW

Lee Gurvey

1932 KB Touring



BEST OPEN '31 — '39

Roy Warshawsky

1937 Convertible Sedan



HARD LUCK TROPHY

Paul Van Stratton

(Trailer Wheel
& ex. pipe on L)



BEST CLOSED '31 — '39

Dick Chapman

1931 Limo.



BEST ORIGINAL

Allan Anglemire

1926 Berline



BEST OPEN '21 — '30

John Brower

1929 Touring



MOST MILES DRIVEN TO MEET

Gerald Joynt

1932 KB Rollston Limo.



BEST CLOSED '21 — '30

Gerald Nau

1922 Berline

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the club.

FOR SALE

1923 L Brunn 123A Sport Phaeton, 45,800 miles. Mechanically superb. New leather and carpet. Maroon with Sand side panels. Original side curtains. A fine car ready for any task. 2nd place at Pebble Beach, 1977. Picture, Vol.17 No. 3 Fork & Blade. Asking \$30,000. Contact: P. Woudenberg (408) 625-0655. California.

1929 L Owner's Manual, crank, light control lever, misc. parts.
1936-39 Inside & outside door handles, luggage rack, hood, grille, steering column with wheel, hubcaps, wheels, headlite lens, dash gauges.

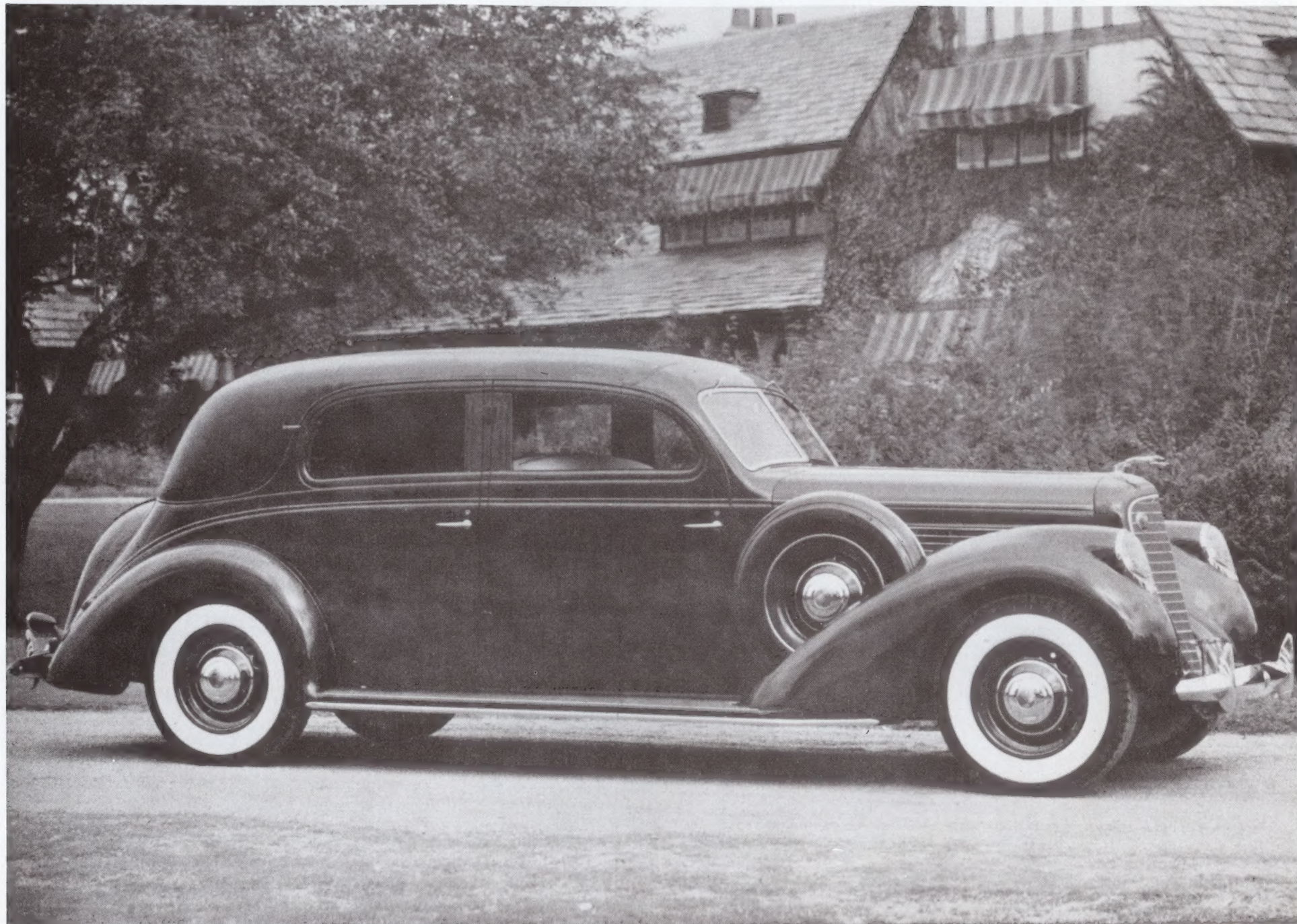
1936 Judkins Berline doors, intercom speaker & mike.
Contact: J. Noll, 127 Deaven Rd. Harrisburg, Pa. 17112.

1928-30 Lincoln wheel nut project. Machined from stainless steel. Polished to mirror finish, will not chip or rust. Specify left or right. \$7.00 each. Make checks payable to Empire State Region, CCCA. Mail to Wm. Walker, 65 Mitchel St. Norwich, N.Y. 13815

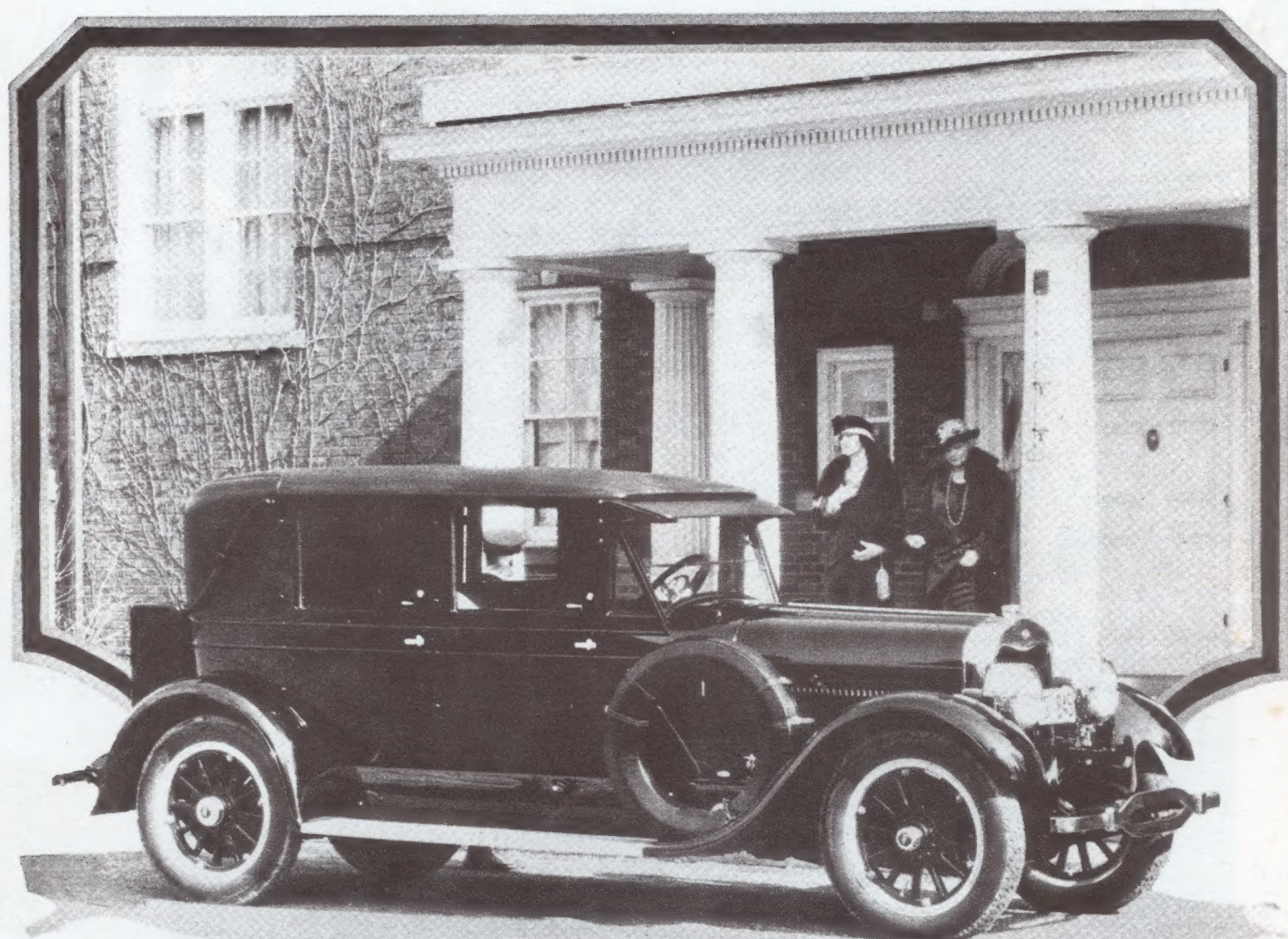
WANTED

1934 KA Oil bypass valve plunger and spring or prints to make parts
Contact: Russell Harkleroad, PO Box 1313, Borrego Springs, Calif. 92004

1938 Judkins Berline



LINCOLN



*The EDWARD LOWE
MOTORS COMPANY
Van Ness Ave. at Jackson St.
San Francisco*

Four-Passenger Two-Window Berline

Front compartment of this compact car is upholstered the same as the rear. With the glass partition up, it may be chauffeur driven.

*LAWRENCE-RAND
MOTOR COMPANY
3737 Broadway
Oakland*